

Indianapolis Automobile Races, May 30—Motorists Arrive in Capital

ANNOUNCEMENT!

D. Brailey Gish, formerly proprietor of the Gish Garage, 17th and U Sts. N.W., wishes to announce that he has taken the agency for

HAYNES
MOTOR CARS

A cordial invitation is extended the public to visit, after June 1, our new salesroom, 1113 14th St. N.W.

Also Distributer for
Empire Tires

HAYNES MOTOR COMPANY,
Inc., of Washington, D. C.

"AMERICA'S FIRST CAR"

HOW DO YOU CHARGE YOUR ELECTRIC VEHICLE?

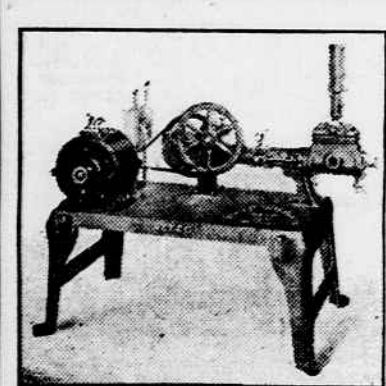
Install an "ELLINGTON UNIT CHARGER" and keep your car at home! The batteries last longer and the "Ellington Charger" is by far the cheapest proposition to install and maintain.

Price, \$170

The cost to charge a 40-cell battery at prevailing cost of electricity (allowing 22 kilowatts for a complete charge), eight times a month, total cost, \$11.20 average monthly maintenance.

See your electrician or apply Ellington Electric Co.

JOHN J. ODENWALD, Distributer
1204 H Street. Phone M. 7370.



"REECO" Pumps
\$24 up

—for pumping water from the well, cistern or spring to the tank in the house. Ten styles. Enjoy city conveniences.

Catalogue and Prices on Request

RIDER-ERICSSON ENGINE CO.

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FANS

Buy Your Fans Now!

Sold for Cash or on Terms

Get My Rental Proposition

JOHN J. ODENWALD

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Hurrah! Vacation's Here

Make the most of it with a handy little Caille Five-Speed Motor that attaches to any row-boat in a jiffy and drives it 7 to 10 miles an hour, or slow enough to troll. Skim over river and lake without a lick of work—just fun.

Price \$80

Cash or Terms.

CAILLE 5 Speed Motor

Starts With a Starter

All you have to do is pull a little strap and, zip! away you go. No cranking—no blistered hand—no aching muscles.

Has Five Speeds

—high speed forward, trolling speed, neutral, slow and fast reverse. All speeds secured without stopping, reversing or altering speed of motor.

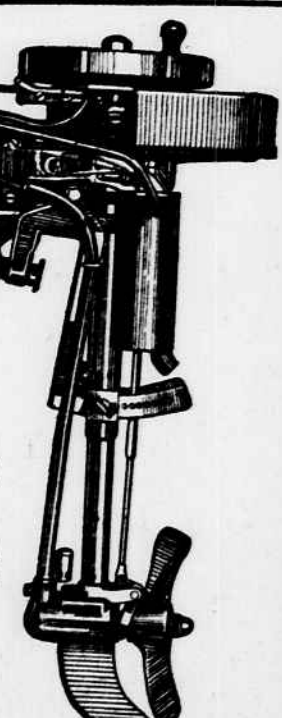
For Larger Boats

We build motors from 2 to 30 h.p.

CAILLE PERFECTION MOTOR CO.

John J. Odenwald

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BY HOWARD S. FISK.

THE eyes of the motoring world will be focused during the coming week on the sixth international sweepstakes race, which is scheduled for Decoration day on the Indianapolis motor speedway. The distance is to be 300 miles and there is every indication that it will be one of the speediest events ever held on this speedway. Dario Resta, who participated in the races a week ago at Sheepshead Bay, has arrived at the western bowl, and with his arrival practice has settled down to a serious business proposition. Resta has won every big event in the United States except the Indianapolis classic. He has won the Vanderbilt, the grand prize, and cleaned up on both the Chicago and New York speedways. He gave Ralph de Palma a close shave last year and had to be content with second honors, although he was only four minutes behind him after practically six hours' continuous racing. Eddie Rickenbacker's victory at the

devoted entirely to meetings, with ample provision for large gatherings.

Joins Highway Association.

The Mount Rainier, Md. Times is the first newspaper in the United States to become a member of the National Highway Association. H. P. Matchett, editor of the paper, has been informed to that effect by Charles H. Davis, president of the association.

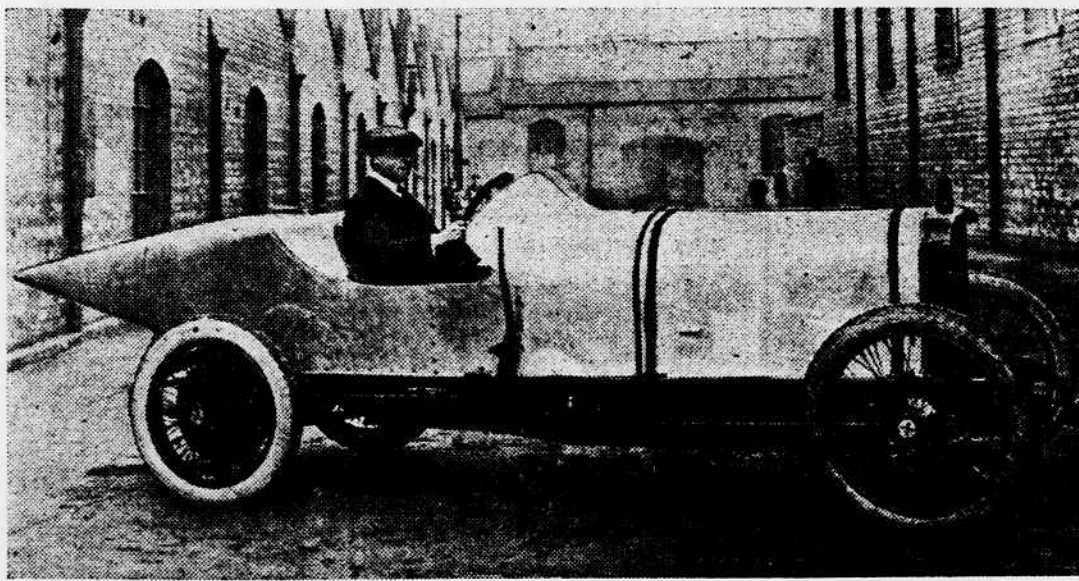
Recent Reo Deliveries.

Among those who have recently purchased Reo cars are the following: Mark A. Watson, a six-cylinder, seven-passenger touring car, and Chris Lehman, a four-cylinder, five-passenger touring car.

Chalmers Deliveries.

A 6-30 Chalmers cabriolet, finished in maroon, with white wire wheels, was delivered a few days ago to L. A. Sheard and 6-30 touring cars to Mrs. Charles B. Payne, Jr. and Adolph Gude.

BRITISH PILOT TO RACE AT INDIANAPOLIS SPEEDWAY.



JOSEPH CHRISTIANS OF LONDON WITH HIS ENGLISH SUNBEAM CAR, WHICH HE WILL PILOT IN THE SIXTH INTERNATIONAL SWEEPSTAKES RACE AT INDIANAPOLIS MOTOR SPEEDWAY, MAY 30.

New York speedway recently strengthens the belief of speedway fans that he is a likely winner on May 30. Up to the present time there have been seven post entries, which is the first time in the history of automobile racing in this country. At no other race meet ever held were there more than one or two attempted post entries, and the followers of the speed sport marvel at the number of late aspirants. One of these is a Hudson Super-Six, Ralph Mulford wiring permission to enter. Josef Christians and his mechanic, Frank Hill, have arrived from London and taken up their quarters at the speedway grounds. Christians was given military release by the British authorities to come to America and participate in the big race.

After the race he will return to his native land and re-enter the military service. He has been serving in the aviation corps and is in possession, it is said, of invaluable information as the result of his work in that branch of the British army. He will drive an English Sunbeam car in the race this year. There are more foreign cars entered this year than ever before and the race is expected to be the most sensational of any ever held on the speedway. The track, being two and a half miles around, has four banked curves, which requires greater skill than on a board track and as a result the brushes are more frequent and exciting. The Indianapolis track is of brick construction throughout. The race will be started on their long journey by George M. Dickson at 1:30 o'clock Tuesday afternoon.

There is not the slightest doubt among those who are daily attending the speedway practice that the race will fall May 30. It seems that all the cars go faster and every driver has become intimately familiar with the eccentricities of the brick oval. They all realize that the driver element will be a very large factor, and practice these days is a serious and dangerous business. How to take the turn, when to shut off and a thousand and one such tricks are being studied in practice. Elimination trials will be held May 26 and 27. Every car must show eighty miles an hour speed in these official tests for at least two and a half miles before it will be eligible for the start May 30. The time they made in the official trial, the fastest car in the first position next the pole, and the racing numbers will be assigned in the same manner.

A suggestion has been made and probably will be followed up in some manner that the winners of former international classics on the Indianapolis speedway be honored at this year's event May 30. None of the five former winners are entered this year. Two of them—Jules Goux and Rene Thomas—are either in the trenches or in aero planes, fighting for France. The other three are Joe Dawson, Ray Harroun and Ralph de Palma, winners of the 1912, 1911 and 1915, respectively. De Palma tried to get in this year, but was too late, sending his entry in after they had closed. Harroun and Dawson have both quit the racing game, permanently, they say. It is probable that a special stand will be built near the judges' stand and dedicated to the winners, and that these three winners, Dawson, Harroun and De Palma, will occupy this year as guests of the speedway.

Hold Final Meeting.

The last meeting until fall of the Professional Chauffeurs' Association was held last Monday evening at the clubrooms, 1107 14th street northwest, concluding with a smoker and musical program. The regular business of the organization was held at 8:30 o'clock, with President Milton D. Smith in the chair. The reports of the various officers of the club were read and proved gratifying to the members. The association now has on its roll 111 active members and several honorary members. The treasurer's report showed the association to be in excellent financial condition.

During the evening addresses were made by J. E. Connelly, George Talburt, Howard S. Fisk, J. J. Haas, C. A. Silver, President Milton D. Smith, Vice Presidents Marvin M. Stockley and James R. Lea, Corresponding Secretary C. E. Hudgins, Financial Secretary John Sullivan, Treasurer Paul B. Turnage and Auditor W. E. Naughton. In view of the fact that many of the members are leaving daily for various parts of the country, it was decided to adjourn until fall. The officers will attend to the affairs of the association in the interim. The new clubrooms have been extensively fitted up, comprising as they do two floors, with the entrance on 14th street. The lower floor is fitted up with a room for the officers of the association and a spacious reading and lounging room, equipped with furniture, piano-player and magazines, for the members. The top floor is

TWO STEEP MOUNTAINS YIELD TO AUTOMOBILES

Chalmers 6-30 Cars Succeed in Climbing Ensign Peak and Mount Diablo.

Two famous mountain peaks in the far west have just been conquered by motor cars. They are Ensign Peak, in Utah, and Mount Diablo, near Oakland, Cal.

Ensign peak is known to every tourist who visits Salt Lake City as the mountain which rises steeply from the eastern limits of the city. Its summit is plainly visible from every quarter of the city, but its steep sides had never before been traversed by a motor car.

Fred Junk piloted a Chalmers 6-30 car on its hazardous journey. Starting at 5 a.m., the car reached the flagpole on the summit at 10:10, after a battle with steep grades that has probably never been equaled in a test of this kind. Approximately a third of the way up the mountain is termed the "saddle." At this point is a narrow rock ridge running along for about fifty feet. The ridge is not wide enough to permit a car to straddle it, so the Chalmers hit it sideways after manner of racing in a speedway bowl. Heavy guy ropes placed over the ridge prevented the car from falling down the steep mountain side.

In climbing Mount Diablo, near Oakland, J. Hirsch, with an Oakland newspaper man as observer, made the run of 10.25 miles to the summit on high gear, in a Chalmers 6-30. The mountain has a rise of 2,000 feet above the sea level and has a reputation for "boiling the water in the tires." All cars trying the trip. Before starting the climb, Hirsch filled and sealed the car's radiator. The trip duplicated the feat of climbing Mount Hamilton made a month ago.

New Dort Owners.

Dort cars have been delivered within the past few days to F. Mersheimer, Capt. Carroll Power, Guilford, Md.; W. Denton, Abingdon, Va.; Hast & Pollock, Cumberland, Md.; W. L. Longfellow, Greensboro, Md., and L. A. Clark, Lexington, Va.

Purchase Chevrolet Cars.

Recent purchasers of Chevrolet cars include Miss R. V. Herman, James McCrae, N. H. Metzger, J. H. Sheppard, H. A. Matthews, T. N. Eddy, Alexandria, Va.; Herman Pavelson, P. S. Madigan, J. D. Lindsay, P. V. H. Stewart, Jones and John H. Ludwig, Romney, W. Va.

Maxwell "25" Deliveries.

Purchasers for Maxwell "25" cars during the week ending yesterday, were reported as follows: E. J. Wilbur, Charles Sturbita, Representative Marlin Dies of Texas, B. H. West, St. Mary's Auto Company, Rockville, Ga.; Dr. B. B. Detweiler, Louis Altman, W. H. Duval, John K. Faust and Thad E. Ragsdale, touring cars, and Edward Farr, a roadster of the same make.

Send Us 2 Old Tires

and we will make you one good one—4,000 to 6,000 extra miles.

SOME OF OUR PRICES:

Size	Customer Purchasing Both Tires
30x3 1/2	\$3.00
32x3 1/2	\$3.25
34x4	\$4.25
36x4 1/2	\$5.00
37x5	\$5.50

We Can Furnish Rubber or Outer Coating If You Have Only One Worn Tire.
Small Additional Charge for Repairing Blowouts.
The Ramsdell 2-in-1 Tire Co., Inc.
1922 Fourteenth Street N.W.
Phone North 346.
Harry B. Ross, Branch Manager.

NEW 'EMPIRE SIX' MAKES RECORD IN CALIFORNIA

Travels 446 Miles in Ten Hours and Twenty-One Minutes.

A new record has been established between Los Angeles and Oakland, Cal., the time being 10 hours and 21 minutes, an average of 43.09 miles per hour for 446 miles. Much of the trip was over mountain roads. The trip was made in a new "Empire Six," with five passengers. The car was driven by E. M. Crawford and Jimmie Kirkland, well known as a transcontinental driver, who alternated at the wheel. The other passengers were three news-

\$13,500 TO BE DIVIDED BETWEEN SPEED KINGS

Title, Cup and Large Purse Awaits Champion of 1916 Racing Season.

The contest board of the American Automobile Association announces that it means considerable to be declared the champion speed pilot of 1916, when the end of the racing season occurs. The daring pilot so selected by this board will not only get the title, but in addition his bank account will be materially added to. This change of affairs is due to the sportsmanship of several of the big concerns in the automobile industry who have come forward and donated sums of money for the first time in the history of automobile racing. Chairman Kennerdell of the A. A. A. contest board announces that in addition to the title there will be the sum of \$13,500 distributed among the first three to finish in the championship award table. In addition there will be a one-thousand-dollar cup.

Sum of \$10,000 Donated.

This purse received a large addition a few days ago, when Chairman Kennerdell received a letter from the vice president of the E. F. Goodrich Tire Company stating that the sum of \$10,000 had been donated, to be distributed as follows: To the driver awarded the championship, \$5,000; to the driver scoring second, \$3,000; to the driver scoring third position, \$2,000. In addition to this donation the chairman also accepted the offer of the Bosch Magneto Company of \$3,500 cash and a one-thousand-dollar cup. Of this sum \$2,000 and the cup goes to the champion driver; \$1,000 to the driver finishing in second place, and \$500 to the third driver. In both instances the gifts are out-and-out donations, without any strings attached to either of them.

This championship award will be made according to a points system evolved by the contest board. The first of the championship events was the Metropolitan cup race, at Sheepshead Bay last Saturday, when Rickenbacker, in a Maxwell, won the event. The standing of the first five as a result of this race is as follows:

Points	Driver
400	E. V. Rickenbacker, Maxwell special.
320	Jules Delage, Delage special.
170	Ira Vail, Hudson special.
30	C. J. Devlin, Duesenberg special.
25	George Adams, Adams special.
55	Bert Watson, J. I. R. special.

The 300-mile race at Indianapolis on Decoration day is the next championship race, and after that comes the 300-mile race at the Chicago speedway on June 10 and the 150-mile race at Des Moines on June 28.

Driving Empire Cars.

A six-cylinder, five passenger Empire touring car was delivered a few days ago to Judge M. A. Patterson, and the same to Dr. C. A. Hawley, and a four-cylinder touring car to Walter C. Balderson.

Five Paige Deliveries.

Edward J. Post is the latest purchaser of a Paige 6-46 roadster, while J. Alfred Moore, Charles M. Light-brown, Harry H. Norton and Harry H. Miller have purchased 6-46 touring cars.

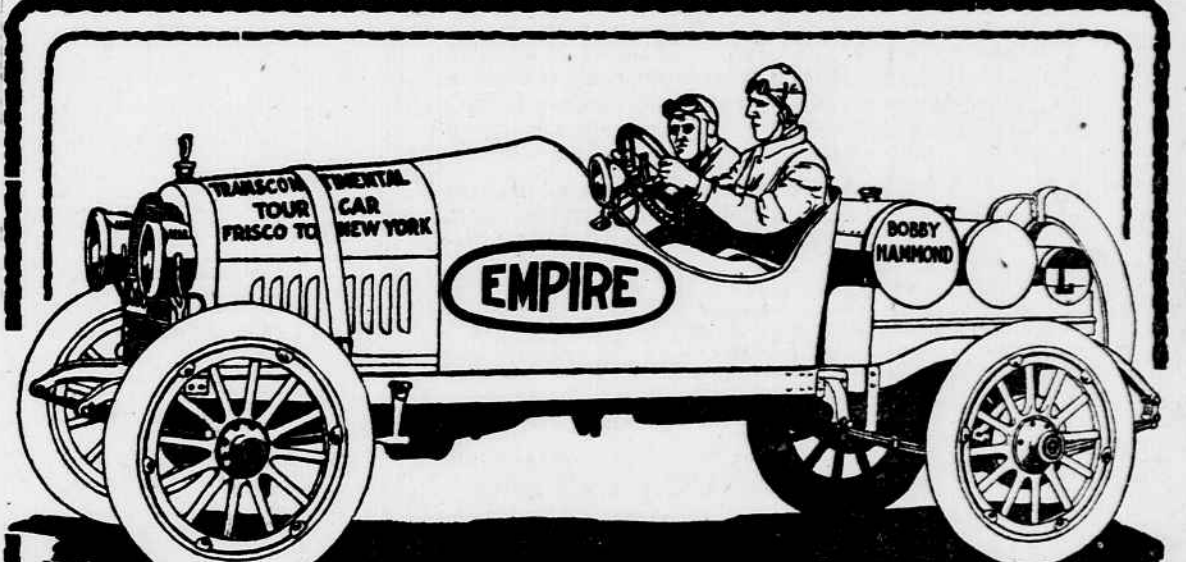
Recent Mitchell Sales.

Among the recent purchasers of Mitchell cars are the following: Mrs. E. N. Abbott, John F. Javins, Wilson Motor Company, Baltimore; Mundy Auto Company, Roanoke, Va.; Guy Zepp, Entler Motor Supply Company, Hagerstown, Md., and C. B. Hughes Company, Norfolk, Va.



Increases Power.

Decreases Fuel Consumption.
Prevents Smoking.
Lessens Carbon Troubles.
Washington Branch,
C. M. WHITE, Rep.
1322 14th Street N.W.
Phone North 6035.



"SIX" \$1125 "EMPIRE" "FOUR" \$960

Driven by "Bobby" Hammond

Makes New Transcontinental Record
San Francisco to New York

6 Days, 10 Hours, 58 Minutes
Averaging 22 1/2 Miles Every Hour

No other car of any price has ever equaled this sensational EMPIRE feat over mountains, through deserts and sands and on treacherous rain-swept roads. EMPIRE maintained remarkable average, beating best previous transcontinental record nearly twenty-five hours.

"Empire Reliability is Proven"

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